



### Caltrans District 2 – Redding

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Located in the northeast corner of the state bordering Oregon to the north and Nevada to the east, at 27,307 square miles, District 2 is one of Caltrans' largest districts. Encompassing the counties of Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity, the district is almost entirely rural, with a diverse terrain of valleys, foothills, and mountain ranges. Transportation planning is conducted by one Metropolitan Planning Organization in Shasta County and Regional Transportation Planning Agencies in each of the other counties within the district.

#### TRUCKING

Almost all freight in District 2 is transported along the district's 4,000 total lane-miles of highway.

*Primary North-South Routes* (All are State Transportation Assistance Act [STAA]<sup>1</sup> and on the National Highway System [NHS]<sup>2</sup>)

- Interstate (I) 5 (a Corridor of the Future<sup>3</sup>, part of the United States [US] Department of Transportation [DOT] Primary Highway Freight System [PHFS]<sup>4</sup>, and California Freight Mobility Plan [CFMP] Tier 2)
- US 395 (CFMP Tier 3)
- State Route (SR) 99 (CFMP Tier 3 [Shasta post mile 0.0-43.35, Siskiyou post mile 0.0-34.62])
- SR 97

*Primary East-West Routes* (NHS with STAA goal by 2020)

- SR 299/44/36 (CFMP Tier 3, SR 299 non-interstate Strategic Highway Network [STRAHNET] route)

#### Trucking Issues

- Truck/recreational traffic causes congestion problems on many two-lane highways due to limited roadway capacity, narrow lanes and shoulders, lack of passing opportunities, and vertical and horizontal road alignments. Several routes are subject to truck size restrictions and advisories.
- I-5 Bridges: More than three dozen bridges do not meet the minimum vertical clearance of 16 feet over roadway and over two dozen bridges lack weight capacity for full permit loads.
- In District 2, there are no continuous alternatives to I-5, the primary north-south truck route on the West Coast extending from Mexico to Canada. Two partial detours are: SR 299/SR 89 around the Siskiyou Mountains and Sacramento River Canyon (used if this part of I-5 is closed due to incidents or weather) and US 97 from the City of Weed north into Oregon.
- The SR 299/44/36/395 corridor is an important goods movement route which provides the only continuous east/west transportation facility in the north state for goods movement between US 101 and US 395.
- SR 299 currently has barriers hindering STAA trucks between I-5 and US 101. Several projects are programmed in the 2010 State Highway Operation and Protection Program (SHOPP) to eliminate the barriers on the "Buckhorn Grade" section by 2020.
- SR 44 currently has barriers hindering STAA trucks between I-5 and SR 89. STAA trucks must use SR 299 to SR 89 to SR 44 to travel east to connect with SR 36 near Susanville.
- SR 70 has the lowest elevation of any trans-Sierra crossing, making it an important alternate highway freight corridor during snow conditions.
- Roadway damage from heavy truck traffic, inclement weather, and limited maintenance funding has adversely impacted roads.
- Demand for truck parking exceeds available truck accommodations on a number of routes.

# Freight Planning Fact Sheet

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## RAIL LINES

Two Class I<sup>6</sup> railroads, Union Pacific (UP) and BNSF Railway provide freight service. The main route runs north and south through District 2, parallels the I-5 corridor, and connects service with main east-west corridors at Seattle, Portland, Oakland, and Los Angeles.

### *Short Line Freight Railroads*

Although the Central Oregon and Pacific Railroad (CORP) operates over 325 track miles between northern California and Eugene, Oregon, the 60-mile California portion generates less revenue than a Class II<sup>7</sup> railroad revenue threshold. Lumber and related products are the primary carload business of the CORP. The railroad interfaces with the UP at Black Butte and Montague in California.

### *Rail Issues*

- Through a series of tunnel improvements (notching, lowering the floor, etc.) made by UP, double-stacked, intermodal trains are now able to travel the tunnels through the Donner route to the south. It has replaced the Feather River Canyon route moving cargo through a shorter, faster, more efficient route from the Port of Oakland. The route through District 2 now serves manifest cargo with fewer trains per week.

- BNSF Railway occasionally uses the Feather River Canyon route to reposition containers between the Pacific Northwest and California seaports. BNSF has a route in District 2 that primarily serves unit and manifest freight along with trackage rights on UP routes.
- In Tehama County, many locations would benefit from railroad crossing improvements.

## AIR CARGO AIRPORTS

Redding Municipal Airport, the only commercial airport in Shasta County, handles most of the regional cargo. Federal Express (FedEx), United Parcel Service (UPS), and United States Postal Service (USPS) serve this airport using heavy and light trucks, airfreight, and charter air services.

## SEAPORTS

The Port of Humboldt Bay (in District 1), is the only northern California deep-water port. Harbor deepening has better equipped the port for international shipping. According to the Harbor District, the port's primary limitation to expanded use is the constrained access of goods movement on SR 299 due to existing STAA trucking barriers, which hinder connections to I-5 in District 2. A series of projects are under development to address these barriers.

## SOURCES AND ADDITIONAL INFORMATION

California Freight Mobility Plan (2014): <http://www.dot.ca.gov/hq/tpp/offices/ogm/cfmp.html>

Goods Movement Action Plan (2007), California Air Resource Board and Business, Transportation and Housing: <http://www.dot.ca.gov/hq/tpp/offices/ogm/gmap.html>

Caltrans Division of Traffic Operations: <http://www.dot.ca.gov/hq/traffops/trucks/>

Caltrans District 2: <http://www.dot.ca.gov/dist2/>

Interstate 5 Transportation Concept Report and 299/44/36/395 Focus Route Corridor Management Plan: <http://www.dot.ca.gov/dist2/planning/conceptrpts.htm>

Union Pacific Railroad, California Profile:

[https://www.up.com/cs/groups/public/@uprr/documents/up\\_pdf\\_natedocs/pdf\\_california\\_usguide.pdf](https://www.up.com/cs/groups/public/@uprr/documents/up_pdf_natedocs/pdf_california_usguide.pdf)

BNSF Railway Network Map: <http://bnsf.com/customers/where-can-i-ship/>

Shasta Regional Transportation Planning Agency (TRPA):

<http://www.srta.ca.gov/142/Regional-Transportation-Plan>

Lassen County RTP: <https://lassenparkandride.files.wordpress.com/2013/02/rtp-2012-update.pdf>

Modoc County RTP: <http://sagestage.com/wp-content/uploads/2014/09/2014-Draft-MCTC-RTP.pdf>

Plumas County RTP: <http://www.countyofplumas.com/index.aspx?NID=1900>

Siskiyou County RTP: <https://www.co.siskiyou.ca.us/content/local-transportation-commission>

Tehama County RTP: <http://www.tehamacountypublicworks.ca.gov/transportation/rtp.html>

Trinity County RTP: <http://www.trinitycounty.org/index.aspx?page=219>

## NOTES

1. **Surface Transportation Assistance Act (STAA) Routes:** STAA routes are part of a national network and allow tractor-semis more than 65 feet in length or with more than 40 feet kingpin-rear axle length up to the legal weight limits for the state.
2. **National Highway System (NHS):** The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the US DOT in cooperation with the states, local officials, and metropolitan planning organizations (MPOs).
3. **Corridor of the Future:** One of six interstate routes identified by the US DOT to participate in a federal initiative to develop multi-state corridors to help reduce congestion (Interstates 5, 10, 15, 69, 70, and 95).
4. **US DOT Primary Highway Freight System (PHFS):** This is a network of highways identified pursuant to the "FAST ACT" as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consist of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
5. **California Freight Mobility Plan (CFMP) 2014:** "CFMP" Establishes multi-tiered route levels to help comprehensively address needs on the States freight system. Tier 1 is the highest priority and Tier 3, while still critical to freight movement and needing investment, is the relatively lowest freight network priority. However, all three tiers are of higher priority for freight funding than the much larger balance of the transportation system. It is expected that the preponderance of freight funding will be applied to projects along Tier 1 network segments and the gateways, hubs, and last mile connectors they serve.
6. **Class I:** A large freight rail carrier having annual operating revenues of \$250 million or more as annually adjusted for inflation by the Surface Transportation Board. This group includes the nation's major railroads.
7. **Class II:** A mid-sized freight rail carrier having operating revenues of less than \$250 million but more than \$20 million, as annually adjusted by for inflation by the Surface Transportation Board.

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